

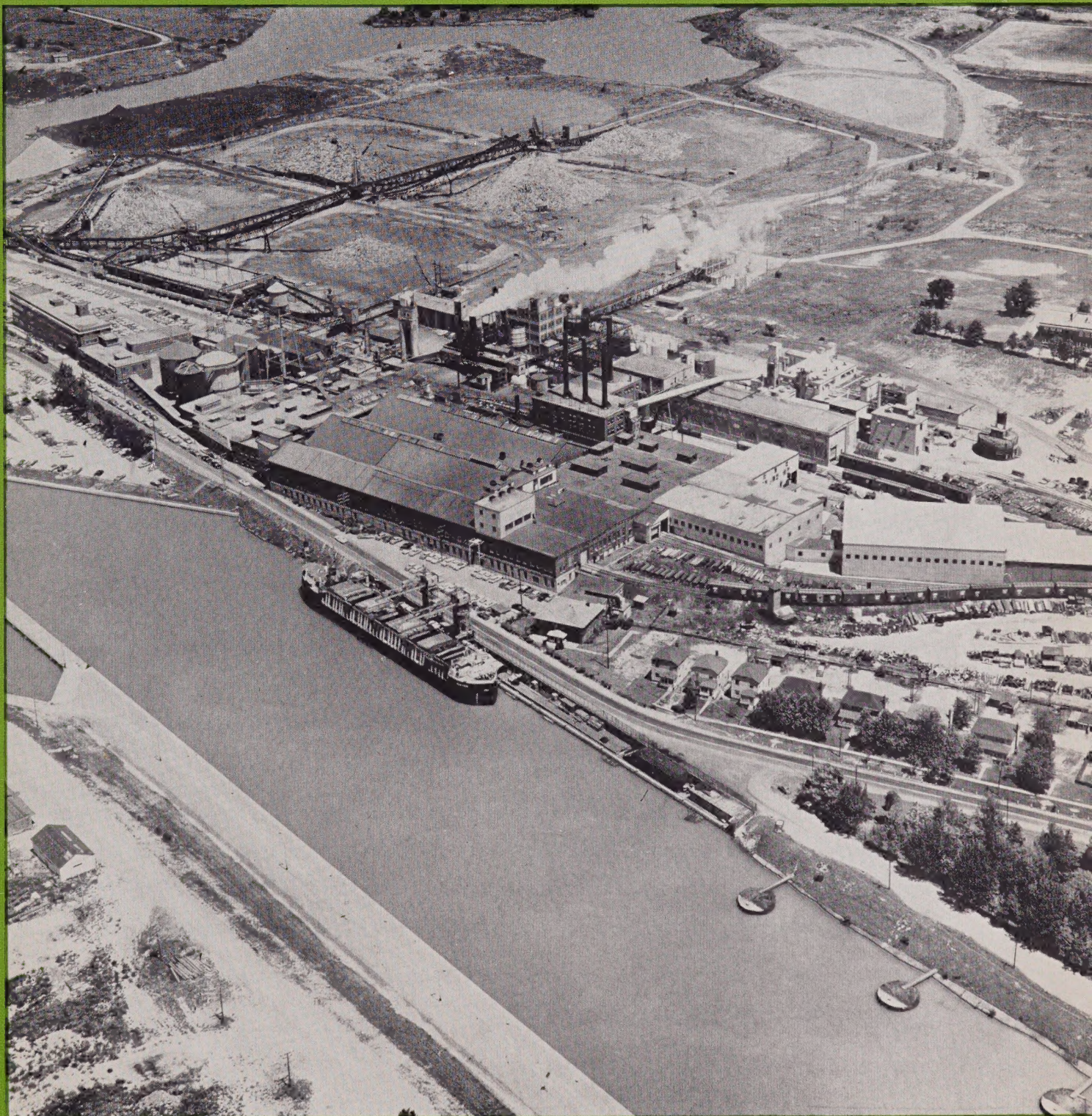
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The

BSERVATION

POST

The Magazine of the Employees of The Ontario
Paper Company, Limited, Quebec North Shore
Paper Company, Quebec and Ontario Transportation
Company, Limited, Manicouagan Power Company
and Baie Comeau Company.



FIFTIETH ANNIVERSARY ISSUE

JULY, 1963

the OBSERVATION POST

The Magazine of the Employees of
The Ontario Paper Company, Limited,
Quebec North Shore Paper Company,
Quebec and Ontario Transportation
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Company and Baie Comeau Company.

Published Monthly at Thorold, Ontario

Editor-in-chief, J. W. McCarthy

CORRESPONDENTS

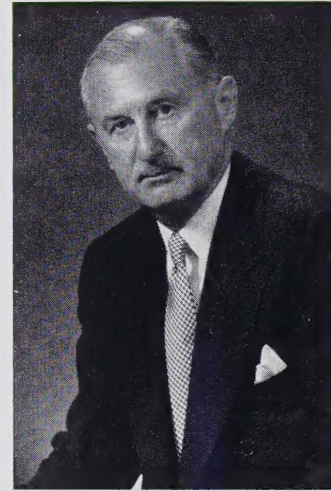
ONTARIO

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Mrs. Frances Hall
Mrs. Mae Smith

QUEBEC

Miss Hughette Richard
P. O. Sarrazin
Phydimé Noel
Paul Provencher

A MESSAGE FROM THE CHAIRMAN OF THE BOARD AND CHIEF EXECUTIVE OFFICER



WE HAVE BEEN MAKING NEWSPRINT AT THOROLD FOR 50 YEARS. We have grown from a single paper mill with two original machines to a diversified enterprise linking two provinces, several states, and the older world across the sea.

As we celebrate this golden anniversary, I am happy indeed to convey warmest greetings and my deep thanks to all our employees for their many contributions over the years. I want particularly to thank those long-service employees—members of the Quarter Century Club—whose names appear in the centre of this special issue of *The Observation Post*, and to pay tribute to those who were members of the Club but have since passed on.

I should like also to thank those who have contributed in other ways to our progress and development: our shareholders and directors for their faith and wise counsel; our customers and suppliers for their support and understanding; our union leaders for their willing co-operation; and the communities of which we are a part for their friendship and encouragement.

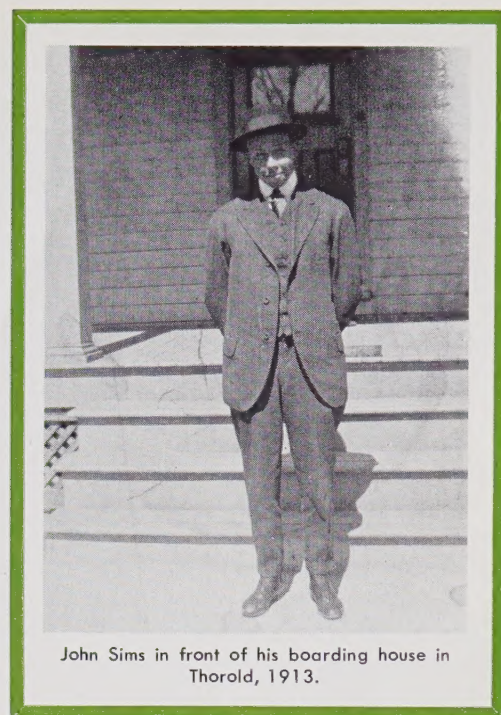
It is to all these people, who have enabled our Company to grow, that this issue of *The Observation Post* is dedicated.

Arthur A. Simon

A PIONEER REMINISCES

John Sims was associated with our Company even before it was a legal being. He made some of the original tracings of the Thorold Mill in 1911 and 1912 and came to the Niagara peninsula in 1913. He retired in 1961 after 50 years' association with our Company, and makes his home in St. Catharines.

John has set down some of his recollections of his service with our Company for this 50th Anniversary issue of *The Observation Post*.



John Sims in front of his boarding house in Thorold, 1913.

I WILL NEVER FORGET my first day at the Thorold Mill; it was almost my last, too.

I was 18 years old and had come from my home town of Corinth, N.Y., to take a job with Ontario Paper, being built by Warren Curtis. I had worked in his office at Corinth for two years before coming to Thorold.

After arriving at Niagara Falls, I took the street car to Thorold. It was raining cats and dogs and when I got off the street car there was nothing but a sea of mud. If there was a road, I couldn't find it for the mud, so I picked up my suitcase and walked along the C.N. tracks towards the Mill. By the time I arrived I was tired and soaked to the skin.

Warren Curtis was working on the dock and saw me coming. I must have been a sorry sight because he certainly had a good laugh on me. I felt so miserable that I almost decided then and there to turn around and go back home.

But I soon got into some hip rubber boots and a raincoat and I was working for Ontario Paper. The date of all this was April 1, 1913, and it seemed like an April Fool joke.

But I was still working for Ontario Paper when I retired 48 years later.

BEGAN IN 1911

Even though I did not come to Thorold until the spring of 1913, I had been associated with the project right from the very beginning of the talks between Colonel McCormick and Warren Curtis.

I started working for Warren Curtis in 1911 after I graduated from high school. My duties were to type letters, general clerical work, and making tracings and blueprints for the Curtis mill at Corinth and for other proposed plants.

In the winter of 1911-12, the Colonel and Warren Curtis visited several possible mill sites in Ontario and they decided to build at Thorold. Our office had to draw up the

plans and specifications for the Mill and they were passed on to the job.

BLUEPRINTS AND THE SUN

I had to make the necessary blueprints from all the drawings. In those days, blueprint machines were unknown. Printing was done in a large frame (about 4 ft. by 3½ ft.) which we exposed to the sun; if there was no sun, there were no blueprints.

I remember the Colonel once asked for an extra set of drawings to take away with him from the Corinth office. But the day was cloudy and raining, so he had to leave without them. But the next day was bright and sunny and we were able to send the blueprints to him in Chicago.

MY FIRST JOB

As soon as construction started at Thorold, in the summer of 1912, I asked Warren Curtis to take me there right away, but he told me: "You're just a kid; you'll get lost up there. You stay here and see that these blueprints are done."

But the following spring he sent for me and my first job was that of timekeeper. I worked in a shack; half of it was the time office, the other half was used to store tools and I had to keep my eye on them as well as do my timekeeping.

The Lackawanna Bridge Company was the contractor and there was a pretty large force of men finishing up their contract of constructing the plant. It was a little confusing at first, in checking the time, to distinguish between the OP men and the contractors.

WORK SCHEDULE

We worked ten hours a day, seven days a week, from 7:00 a.m. to noon, then a half hour for lunch. We started again at 12:30 and continued until 5:30. We were paid every two weeks in cash.

I found a boarding house in Thorold and walked to and from the plant every day. Many others also walked, but

there was also a jitney service—25 cents a ride. The roads were poor and in spring they were impassable. Anybody coming from St. Catharines could take the high level trolley line to Thorold and then go by shank's mare the rest of the way or by the jitney.

READY FOR START-UP

That was a busy summer of 1913. Many things about the Mill were new, never been tried before. Warren Curtis decided to use electricity to grind the wood instead of direct water power. He also put in steam turbines instead of steam reciprocating engines to run the paper machines, and these were to give us a lot of trouble.

Finally, in the latter part of August, everything was being rushed to get No. 1 machine started.

The Colonel used to come and visit the project frequently. But he came down from Chicago and stayed for two weeks before start-up. He lived with Warren Curtis at Maplehurst, the big house on St. David's Road. Warren Curtis used to call it the barracks. I remember once he was telling me how hard it was to heat the house and he asked me to order him some coal: "Might as well get a car load," he said. And I did.

MAKING HAY

The start-up of No. 1 wasn't good. It was tough enough with all the new equipment and ideas but the turbines gave the most trouble. They would not deliver a uniform speed. Sometimes we would be standing there watching the machine going along just fine. Then, suddenly, the sheet would break, caused by a sharp fluctuation in the speed of the turbine.

The Colonel often kidded us about "making hay." One day he came in and the place was full of broke—wet broke, and dry broke, all over the place. He looked around and said: "What a mill!" and shook his head.

He had the very happy faculty of relieving the tension just when things looked darkest; by making just the right remark, he helped take the pressure off and everybody would come back at the problem refreshed and try some new approach. I saw this happen not only in the start-up at Thorold, but also later when our Company was building the plant at Shelter Bay and then at Baie Comeau on the North Shore.

IT'S HIS MILL

There was a great understanding between the Colonel and Warren Curtis even though they were so different. Their personalities and temperaments were almost opposite; physically they were an odd pair, the Colonel was about 6 foot 4, Warren Curtis was 5 foot 7. Then, of course, one was an owner and the other an operator, but they had a frank, open relationship.

The Colonel asked me one day when things were going bad—as usual: "What's wrong today, Sims?"

"It's the turbines, sir."

"That's the same old story," he said with a chuckle.

Warren Curtis had seen us talking and came over to me after the Colonel left: "What did he want to know?"

"He asked what was wrong and I told him it was the turbines again."

"That's fine, John, you tell him whatever he wants to know. It's his mill."

FINALLY OPERATING SMOOTHLY

We started up No. 2 machine in November 1913. It was not as bad as No. 1. We had benefited from the troubles on No. 1—we certainly had enough of them. We were learning more about those atrocities, the turbines.

But the machines were still not operating well; we were making only 57 tons of paper a day on the two machines and we should have been making about 110. The Colonel and Warren Curtis were distressed about it and everyone was working hard trying to get the machines to run smoothly. We kept adjusting and fixing; we put on new governors and finally got those blessed machines running properly.

I suppose the Colonel and Warren Curtis could have taken the easier path, the tried and proven machinery and techniques of the time. But they were both progressive and willing to try something new. Even though we had our troubles, once the Thorold Mill got operating smoothly soon the whole industry was using some of the innovations that they introduced in our Mill.

GRAND OLD LADY

I don't think Warren Curtis intended originally to stay on at Thorold. He was a mill designer and builder, rather than an operator. He had been on the move all the time.



This is one of the earliest pictures of the Thorold Mill after it began operations. It was probably taken in 1918.

He told me once, I suppose it was in 1913, that as soon as he got the machines running smoothly he had some other projects in mind; he asked me if I wanted to go with him.

I didn't hear any more about it for a few years. Then one day he said: "John, I'm happy where I am. These people have been good to me." And so he stayed to become the first President of our Company.

Among the things I remember about those days, and later on, was a song the Colonel used to sing whenever he made a decision about a large undertaking. I was in the office one day, for instance, when the Colonel and Warren Curtis were talking about building the mill at North Tonawanda, New York. After what seemed like some casual conversation, the Colonel decided to go ahead with the project; there was no paperwork or anything.

Having made the decision, the Colonel walked over to the window with a spring in his step, singing in his big, bass voice: "Oh, she's a grand old lady . . ." To this day, I don't know any more words to that song, and I don't know who the grand old lady was.

THE PURCHASING DEPARTMENT

Getting back to my own career at Ontario Paper, from timekeeping I helped set up a laboratory to handle the testing of pulp, chemicals, and raw materials. I also helped set up a paper testing and sampling lab on the basis of shift work; this was off the finishing room.

In July 1918, I was drafted into the United States Army and served in France and the Army of Occupation in Germany, being discharged in August 1919, and returning to my job at Thorold the next month. Although I did not know it at the time, Arthur Schmon was also serving in France and Germany about the same time I was. We never met overseas, but on his return he was to join our Company as Manager of the Shelter Bay operations and later become President and now Chairman of the Board and Chief Executive Officer.

On my return, I became finishing and loading superintendent for about six months; then I was expediting paper to the *New York News* in its early days. I had always been active in purchasing under Warren Curtis' supervision and eventually took this over completely.

A BILLION IN GOODS

Arthur Schmon came to Thorold on the death of Warren Curtis in 1930. Under his leadership, from then until my retirement in 1961, we had probably one of the most active procurement programmes in the entire industry. I think that in my 50 years with the Company, from 1911 to 1961, I was involved in the purchase of about one billion dollars worth of equipment, material, and supplies; most of it done in the last 30 years. I can remember when Baie Comeau was being built that sometimes orders totalling three and four million dollars would go across my desk in one day!

Starting with 1930, we had the big modernization programme at Thorold, then the building of the Outardes power plant, then Baie Comeau itself. In Ontario we set up the plant at Heron Bay and then at Manitoulin. In



John Sims when he retired in 1961.

the 1940's we constructed the alcohol plant and later the vanillin plant at Thorold. On the North Shore we built the McCormick Dam.

BUYING FOR BAIE COMEAU

I suppose buying for Baie Comeau was the biggest and toughest job of all. But in some ways it was easy. It was in 1936 and '37, the Depression was on and it was a buyer's paradise. The vendors were most co-operative. Sometimes I asked them for near impossible things and they turned heaven and earth to do them.

There was a great flurry to get the mill equipment to Baie Comeau. We not only had to find the best equipment at the best price, but then we had to get it to Baie Comeau on time. Transportation was tough, especially since navigation was closed during the winter months and work had to go on. We had to get all that material in by the end of November.

I guess the two questions we asked ourselves most during those years were: Where can we get it? How do we get it there?

LOOKING BACK

There are many things that I am happy and proud about in my 50 years with the Company; near the top is the equipment we bought for the Baie Comeau Mill. Even if I say so myself, that was the finest equipment of any mill I know. Take those two paper machines for example. I don't think there were two better machines in the whole of Canada or the United States. They really kicked out the paper, and still do. I was proud to have had a part in it.

It seems a long time since I arrived at Thorold in the rain, but the years have gone quickly. In that time there have been vast changes in our Company and in the Niagara area. I was lucky to have had a front row seat, and served under three great men—Colonel McCormick, Warren Curtis, and Arthur Schmon.

I am glad I put on those hip boots and stayed.



The water tower serves as a reference point in the three photos on this page. Above, is a shot of the Mill in 1913. Lower left are the houses built by our Company in 1913; the land in the foreground is now the fourth Welland Canal. Lower right, the water tower bears the Company name in 1945 as it rises above a busier scene.

AN ALBUM OF MEMORIES

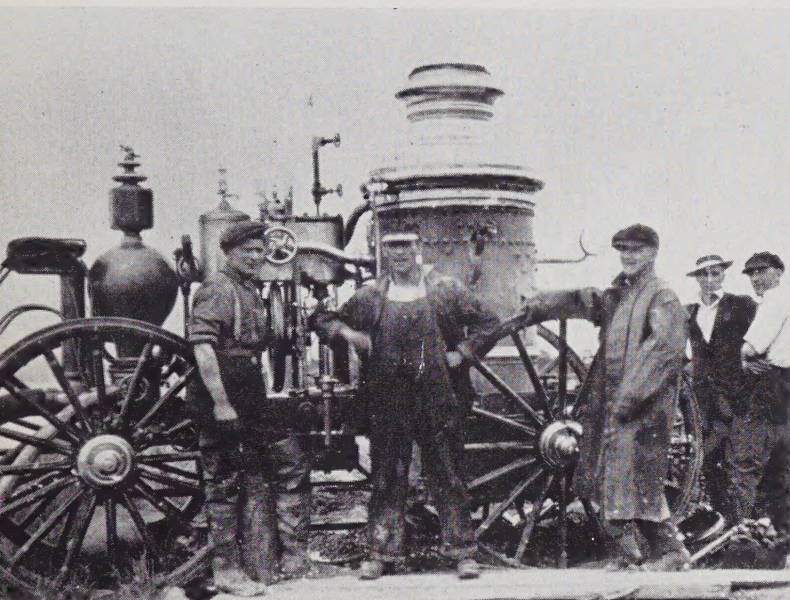
Where are the sights of yesteryear? We hope you will find some in this 50th anniversary issue of *The Observation Post*. Through the help of employees, friends, and our own files, we have assembled the photographs on pages 6, 7, 8, 9, 10, 15, and 17. Some are 50 years old, some not so old. We hope they will recall to mind a few of the almost-forgotten sights of our Company's first 50 years.



J. Shaw, W. Delmer, and
H. Campbell pose outside the
boarding house in the
winter of 1920.

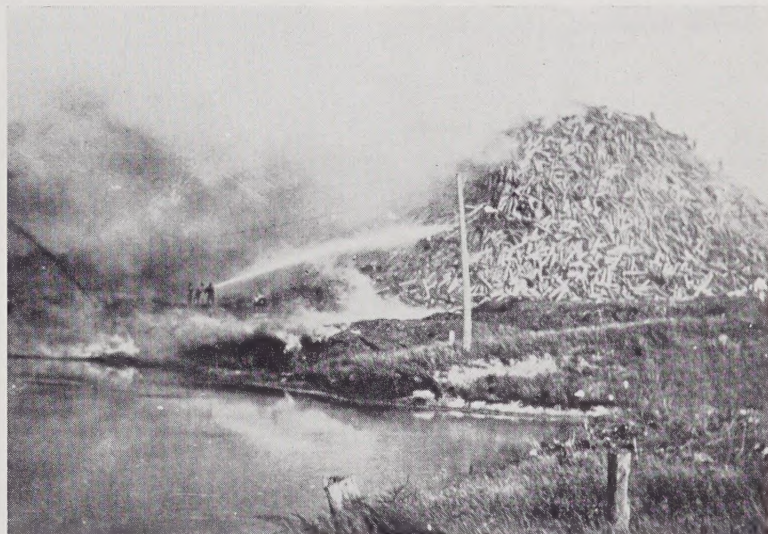


Fire fighters pause in fighting the
Thorold woodpile fire of 1918.



Prime Minister R. B. Bennett, in light suit, opens the Welland
Ship Canal in 1932.

Fire departments of five neighbouring towns fought the woodpile fire at the
Thorold Mill in 1918.



This is a
dinky engine
on a cold
January day
in 1920.



The John M. Hutchinson from Buffalo helped put out the Thorold
woodpile fire of 1918 which burned for 68 hours.



First ship through the fourth Welland Canal when it opened in 1932 was the Lemoyne, of Canada Steamship Line. The vessel is still operating today.

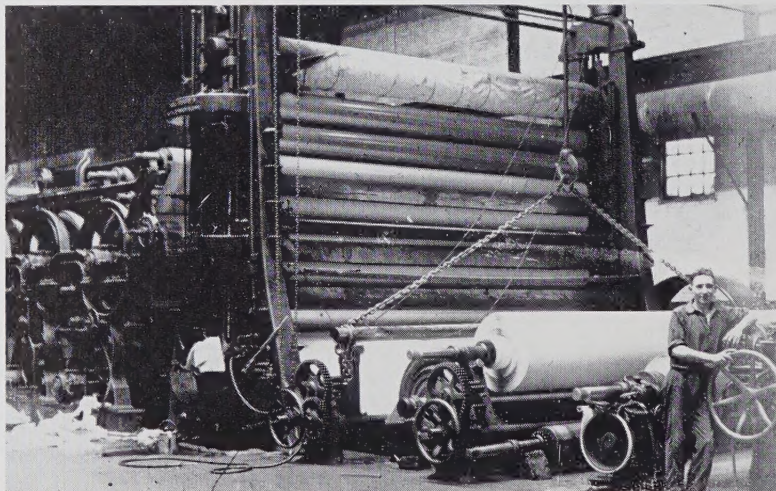


Recognize anybody here?
This was about 1913
and as a start we will tell
you that John Sims is
second from the left.

And here is another group
a few years later. On extreme
right is Lou Channell.



An exterior view of the Main Office
Building at Thorold in 1939. This build-
ing housed the President's Office,
Manager's Office, Office Staff, Engi-
neering Department, and Purchasing
Department.



Albert Lawson, now
Paper Mill
Superintendent at
Baie Comeau, stands
beside the calendar
stack of No. 1
machine at Thorold
in 1923.

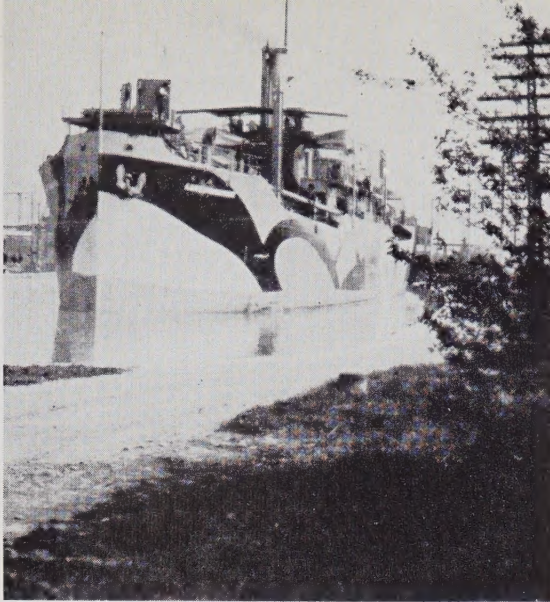


This photo, taken
about 1923, shows Emil
Benoit, Herb Wideman,
and Joe Corner at
No. 2 machine.

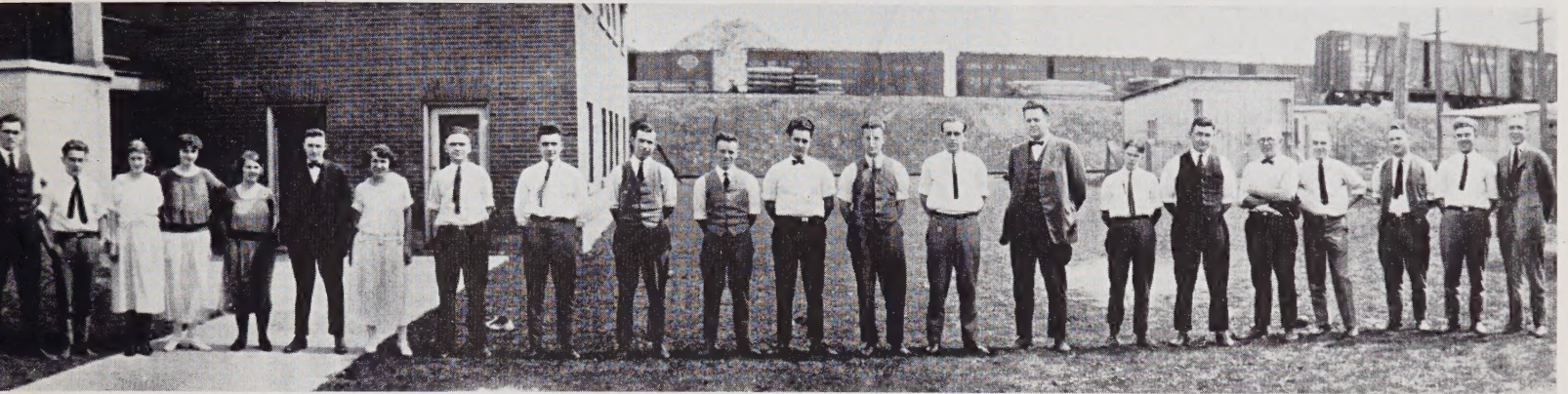


Beside No. 1 machine
in 1923, left to right,
are, Eddie Gignac,
Mike Grampolo, Albert
Lawson, and Art Burns.

Thorold Mill veterans will remember this convict ship which went through the Welland Canal in 1918.



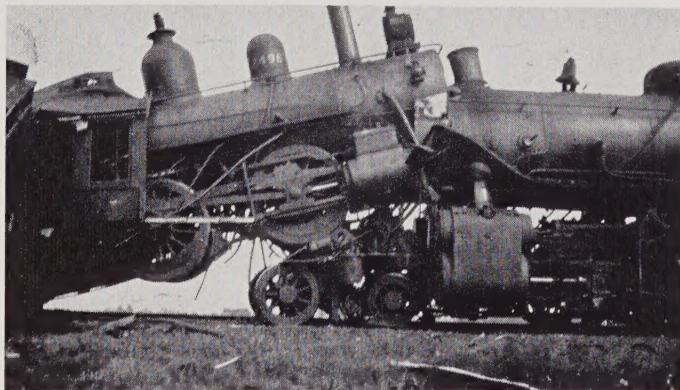
The Office Staff about 1923 posed in front of the Office Building (now Research). Left to right, are, A. A. Corbiere, G. McVicar, Isabelle Campbell, Mildred Constable, Helen Lees, Bob Roberts, Madeline Bradley, Earl Kane, Grenville Carroll, Norris May, Hap Fields, Len Channell, Ernie Naylor, Merritt Stull, Bill Eliason, Chester Silver, Ed Doig, Joseph Lee, Mike Derrico, Lou Channell, Charlie Gooch, Roy Peterson.



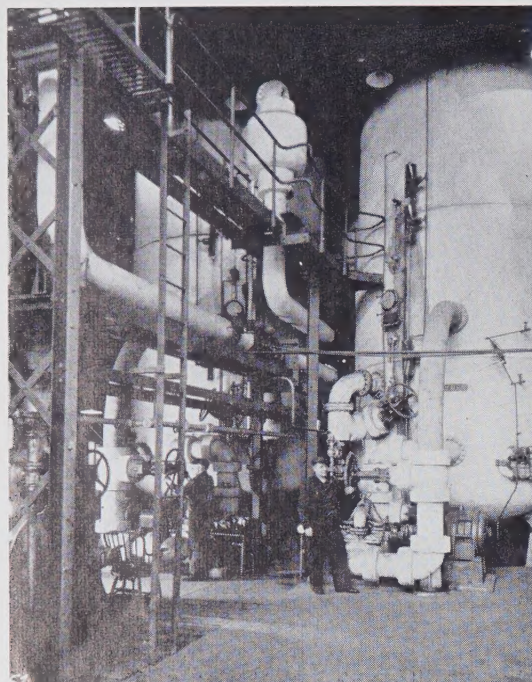
This was about 1928 and left to right, are: First row, Daisy Phelps, Ida Morrison, Clara Nestor; second row, Lou Channell, A. A. Corbiere, Len Channell, Ollie Daley, H. A. McPherson, Bill Moffat, J. W. McCarthy; third row, Norris May, George O'Brien, Norman MacDonald, Ernie Naylor, Johnny Hurson; fourth row, Cecil Lennox, Jimmy Deeney, Dick Boys, George Drysdale, Wes Zimmerman.



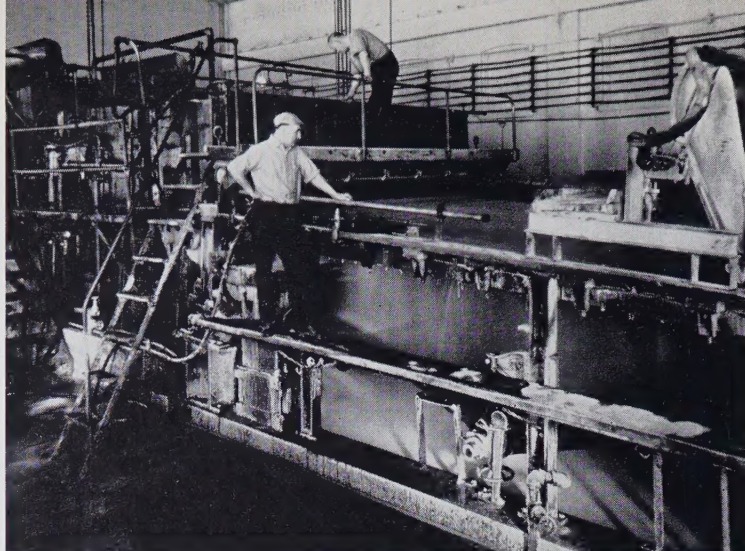
The Honeymoon Bridge at Niagara Falls collapsed on January 27, 1938.



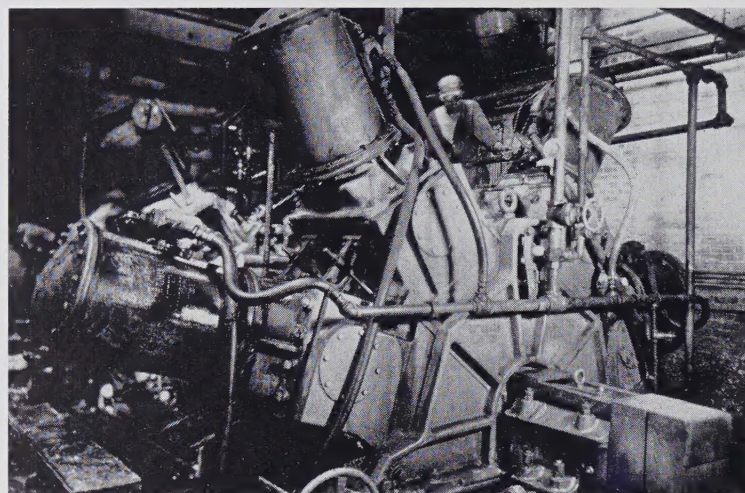
Our switch engine and the Welland train collided in August 1918.



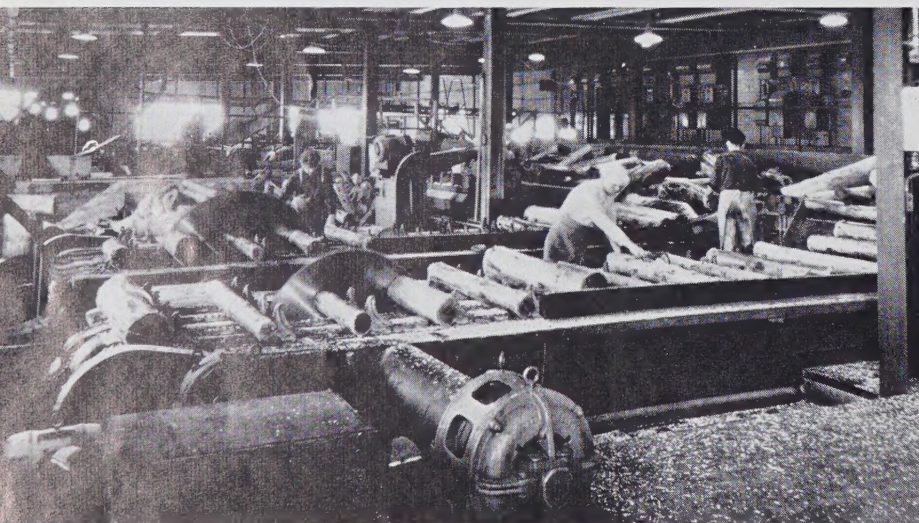
This picture taken in 1939 illustrates two of the three electric boilers. These boilers were the largest of their kind in the world at the time they were installed. Each was capable of generating 100,000 pounds of steam per hour using power at 6,600 volts.



This is the wet end of one of the paper machines after the modernization programme of the 1930's.



A picture of a 4-pocket grinder used in the Mill in 1939. At the left, centre, is the pit under the grinders into which the pulp drops as it is ground off.



Slashers in action cutting 4-ft. pulpwood into 2-ft. lengths for the groundwood mill in 1939 preparatory to being fed to the grinders.



The pulpwood testing station in 1939, where, to ensure a high grade product, a constant picture is kept before the operators of any variation in quality. Avila Michaud, back to camera, and Alex Muelli are shown above.



Pulpwood being delivered to Thorold by Company boats in 1939 from plants on the North Shore and Heron Bay. Note workmen filling racks for measurement.



MEMBERS OF THE QUARTER CENTURY CLUBS AND THEIR YEARS OF SERVICE

THOROLD

*Lawrence Filipow	49	Emile Huot	43
*John Robertson	49	Lloyd McIntosh	43
		William Nicol	43
*Karol Krajowski	48	Mike Nogas	43
*Stephen Badich	47	*John Savoy	43
Ralph Farley	47	Thomas Siegeman	43
*John B. Sims	47	Robert Wilson	43
		Thomas Yates	43
*Joseph Cartmell	46		
Joseph Dammizio	46	*Roy Bittle	42
*Gordon Whitehead	46	*Carl Capeluck	42
		Albert Cochran	42
Percy Boyle	45	*Constanza DiPardo	42
*Lou Channell	45	Guerino Grampolo	42
*Peter Palm	45	*Kelsey Hough	42
		Fred Johnson	42
*Arthur Burns	44	*Roy Litwin	42
Howard Campbell	44	*Mikolo Miksza	42
Alexis Gavard	44	James Milne	42
Charles Hunt	44	*Francis Murphy	42
Harwick Lawson	44	Henry Nicol	42
Arthur Schmon	44	William Noon	42
John Ball	43	*Maurice Abraham	41
Frank Chase	43	Elmer Albers	41
*Joseph Corner	43	Eldon Anderson	41
Gordon Cyr	43	*George Androni	41
Domenico DiRaddo	43	*Louis Benitez	41
*Mike Gluchy	43	William Berketo	41
Theodore Hatman	43	David Calder	41
John Hollinshead	43	*John Calder	41

*Retired

John Caldwell	41	*Thomas Roberts	38	*Mike Tymochko	35
Pete Flaxy	41	*Walter Tees	38	Adam Wilczynski	35
*William Fraser	41	*William Trobridge	38	*Andrew Yasinchuk	35
*Thomas Hill	41	*Joseph Wilson	38	Wilfred Addison	34
Ray Kirkpatrick	41	*Fred Holman	37	Donald Aitken	34
*John Kucher	41	James Kerr	37	Harion Andrusive	34
*Clint McIntosh	41	William McCarthy	37	*Nick Baczynski	34
*William Mikitzel	41	*Malcolm McKean	37	*Fred Boyuk	34
William Milne	41	*Andrew Marchyn	37	George Caldwell	34
Ernest Naylor	41	*Alie Marcov	37	John Campbell	34
*Achille Romano	41	*Rocky Menechella	37	William Coolin	34
John Sheresky	41	Avila Michaud	37	Wasył Danyluk	34
*John Tomczuk	41	*Frank Murphy	37	*Patrick Dillon	34
*Vasal Ane	40	*Percival Nicholls	37	James Duffy	34
Thomas Ball	40	*Thomas Robertson	37	Albert Essex	34
Gino Boccioletti	40	Lorne Sutton	37	Laurier Howe	34
Richard Boys	40	Elzear Thibault	37	Sam Mostowy	34
Robert Brownlow	40	*Alex Walker	37	*Pawlo Mussat	34
Fred Campbell	40	*Walter Way	37	*Harry Paulin	34
William Coplen	40	*Henderson Weir	37	*George Robinson	34
*Salvatore Cosentino	40	*Albert Benvenuti	36	Maxim Sciur	34
William Doyle	40	*Peter Dulchewsky	36	John Simmons	34
*John Farrell	40	*William Eliason	36	*Louis Staniek	34
Clifford Keenan	40	*John Hurson	36	*George Washnuk	34
Herman Larocque	40	Joseph Hurson	36	*Wesley Zimmerman	34
*Alex McKinnon	40	William Kurhanowicz	36	*Harry Anonyczuk	33
*Paul Matz	40	Wilfred Levesque	36	Alex Bellows	33
*Mike Melnyk	40	Peter MacIntyre	36	*Antonio Bogdanski	33
Donald Patterson	40	*Robert Madill	36	*John Budnick	33
*Leroy Perkins	40	Ida E. Morrison	36	Paul Buratynski	33
Fred Porter	40	*John O'Neill	36	*Edward Courteen	33
Eugene Roach	40	*Robert O'Neill	36	*John Edwards	33
*Walter Scott	40	*John Pidlesny	36	Jean Ferris	33
James Smith	40	Walter Pollowy	36	*John Joncovich	33
Norman Thomas	40	Donat Raimondo	36	Max Krayewski	33
*Artimon Ukrainetz	40	*Harry Solomon	36	Mike Kucharski	33
Clarence Woodrow	40	Walter Wormald	36	*Hubert McLean	33
*John Wowchuk	40	Mike Babjuk	35	*Feliks Milewski	33
John Berktyo	39	*Alfred Daminski	35	Peter Nazwaski	33
*Len Channell	39	*Donald Depasquale	35	Frank Para	33
Ollie Daley	39	*Sam Feniuk	35	Frank Pasco	33
*Camillo Grampolo	39	Mike Garlinski	35	George Patterson	33
*James Hillman	39	*Anthony Grecco	35	William Pawluk	33
*Patrick Norton	39	*Alessandra Innocente	35	Lloyd Porter	33
Albert Perreault	39	*John Kucharuk	35	Stanley Ptaszek	33
John Sinnett	39	*Joseph Lauerman	35	Sam Rawlyk	33
*William Bosak	38	*Ernest Leigh	35	*Thomas Serachino	33
*Frederick DeLong	38	*Stanley Lett	35	*Nick Shelegeda	33
*Charles Gooch	38	Hugh McPherson	35	Joseph Stawarz	33
*Frank Keenan	38	Maurice Michaud	35	*William Todorowich	33
*Stephen Kramar	38	*Nicola Micheoff	35	William Trush	33
*Cecil Lennox	38	*Grant Price	35	Albert Wray	33
*Edward McGraw	38	*Alex Prodanuk	35	*Allan Clarke	32
*Selvester Mereshka	38	*Mike Terentiak	35	*William Corless	32
Ernest Pite	38	Arnold Trapnell	35	Nicolo D'Amelio	32
Luigi Pizzacalla	38			Harold Edwards	32

* Retired

Mike Hoholok	32
*George Kukurozi	32
Alex Muelli	32
Angelo Pasco	32
Alfred Payne	32
William Rhodes	32
Anthony Sagloski	32
*Joseph Simmers	32
*Mack Smith	32
Howard Speck	32
John Theisen	32
*William Welykie	32
*John Williams	32
*George Bodnar	31
*Mike Buratynsky	31
*Michael Chorney	31
*James Fahey	31
*Mike Hocholak	31
*Axel Johnson	31
*Herbert Jones	31
J. Benjamin Jones	31
*Charles Paterson	31
*Samuel Wizer	31
Jack Carlo	30
*Harry Coulson	30
*John Faerigan	30
*Charles Hudson	30
Mike Huzar	30
*Alfred King	30
*Dymtro Krawczuk	30
*George Shaxon	30
John Syrotiuk	30
Harry Wormald	30
*Burton Blake	29
Madeline Bradley	29
William Dymtrow	29
*Tom Hall	29
Paul Haysuk	29
*Constantin Korenatsky	29
*Paul Kowalchuk	29
William MacIntyre	29
William Marisciok	29
William Panko	29
*John Smith	29
*Marian Sokoloski	29
Harold Turner	29
Gordon Barrett	28
Tony Berketa	28
John Cooper	28
Vincent Deeney	28
*Benjamin Durocher	28
*William Flynn	28
Frank Krayewski	28
*Charles Liscum	28
*Guiseppe Remigio	28

Charles A. Sankey	28
*Guiseppe Setacci	28
Francis Stewart	28
Mike Babyk	27
William Burtch	27
Romeo Comette	27
H. James Crites	27
*Benedetto DiManno	27
John Farley	27
Francis Fortura	27
Horace Gledhill	27
Joseph McNulty	27
John Mahood	27
*Ross Marbella	27
*Norman May	27
Charles A. Newman	27
William Prestia	27
George Sandulak	27
*Amalio Santo	27
Walter Schwenker	27
H. Arthur Sewell	27
Bill Wasyluk	27
*Charles Barnes	26
Rosaire Garneau	26
Henry Kulczyk	26
John M. Lee	26
*Mike Litwin	26
James Martin	26
John F. O'Brien	26
John Patterson	26
Walter B. Stewart	26
Edward Theisen	26
*Judson Warman	26
Allan Wilson	26
Percy Winfield	26
*George Anderson	25
Louis Bernatchez	25
Waldstan Brisson	25
*Alex Chobotar	25
John Condon	25
James Devine	25
Bernard Filipow	25
Floyd Kirkpatrick	25
*William Lawson	25
*Steve Lodboa	25
Egidio Moccio	25
Mike Moreski	25
Peter Paulin	25
*Sidor Revuski	25
*Mike Solyk	25
*Charles Weaver	25

HERON BAY

Everard Doyle	38
George Mills	26
Fred R. M. Smith	26

QUEBEC AND ONTARIO
TRANSPORTATION
COMPANY

Capt. Damase Gendron	33
*Capt. George Ferguson	32
Capt. G. G. Moffat	30
Capt. J. R. Lemay	29
Eugene Allaire	27
George Coffin	27
Earl Collison	27
Lew Crotty	27
Maurice Shane	27

BAIE COMEAU MILL

*Audrey A. Corbière	41
Robert Hall	37
Odina Blainey	34
Albert Lawson	32
Jean B. Kirouac	31
Roderick M. Derochie	29
Francis A. Molloy	29
J. Arthur Alix	27
*Donat Ayotte	27
Samuel Caughie	27
Robert Champagne	27
Joseph A. DeLisle	27
Daisy P. Elliott	27
J. Antonio Garon	27
W. Robert Keating	27
R. Eugène Lévesque	27
Donat Loubert	27
Robert G. Mineau	27
Eugène Normand	27
Norbert St-Pierre	27
David F. Smith	27
James Amyotte	26
Howard G. Anderson	26
Alfred Arsenault	26
John B. Beaupré	26
Aurèle Bernier	26
Joseph Blaquièrre	26
Leo Buggie	26
Wilfrid Buote	26
Philippe Carrier	26
Léopold Cormier	26
David Cosgrove	26
Médéric Deroy	26
Raoul Desrosiers	26
Emile Dufour	26
Adolphe Dugas	26
Louis Dugas	26

Frank Dumaresq	26
Ludger Gagnon	26
Raymond O. Gillis	26
Thomas Goodfellow	26
James R. Greene	26
A. Roméo Grenier	26
Arthur Grondin	26
Connie Imhoff	26
Gilbert C. Kerr	26
Armand Laberge	26
Léonidas Landry	26
Wilfrid Landry	26
Emile Lavoie	26
Robert MacRae	26
Joseph A. Martin	26
Fred Massé	26
Earl P. McCubbin	26
Clarence McGrath	26
Oliver W. McKinley	26
Arthur Ménard	26
Malcolm K. Mitchell	26
Benedict M. Mulroney	26
Samuel Neil	26
Edouard Normandeau	26
Yvon Perron	26
Emile Poulin	26
Ernest Richer	26
Léo Robertson	26
John B. Rouleau	26
Earl Sexton	26
Allan D. Silver	26
Nicholas N. Smith	26
Percey L. Steeves	26
Georges Thibault	26
Donald S. Thurber	26
Cliff Williams	26
Earl A. Wood	26
Tony Beaulieu	25
Aubert Belanger	25
Herbert Cameron	25
Rosario Caouette	25
John M. Chabot	25
Gerard Dugas	25
Lawrence Felix	25
Yvon Imbeault	25
Edouard Jomphe	25
Nestor Lachance	25
Maurice Laflamme	25
Luc Pelletier	25
Josef Vereb	25

BAIE COMEAU WOODS

Clarence B. Rooney	40
P. Aurèle Corriveau	38
Gus E. Emond	38

*J. Albert Larouche	38
J. Fernand Rocque	38
Walter Bourgeois	37
*Philemon McKinnon	37
Owen M. Rooney	35
*Alfred J. Beaudin	34
J. Léo Perron	34
David P. Gleeson	33
Clovis Landry	33
Edgar J. Lynch	33
Charles E. Mercier	33
J. Aurélien Morasse	32
*Alphonse Beaudin	31
Louis P. Brisson	31
*James J. Edwards	31
Jean P. Giasson	30
*Samuel Huard, Sr.	30
Arthur Légaré	30
H. Armand Landry	29
J. Lorenzo Miousse	29
Paul E. Pagé	29
Joachim Gagnon	28
Paul E. Banville	27
François Beaulieu	27
Philippe Després	27
Albert J. Dupuis	27
Thomas B. Fraser	27
*Alex Grant	27
Adrien J. Guy	27
Antoine Hovington	27
Jean-Louis Lachance	27
Léon Levasseur	27
Paul E. Lévesque	27
Henri J. Normand	27
Elphège St-Laurent	27
Léo Tremblay	27
Ernest E. Ferguson	26
Lionel Garon	26
Majorique Gauthier	26
*Jean B. Légaré	26
Claude A. Levasseur	26
Adrien Lévesque	26
J. Gérard Mercier	26
C. Aimé Moisan	26
A. Hector St-Pierre	26
Raoul Bourassa	25
Hedley Dawson	25
Emile Desrosiers	25
Ernest Dumas	25
Andrew Fleming	25

George P. Frigon	25
Leon Gagnon	25
*Joseph S. Lafontaine	25
*Théophile Landry	25
Leo Normandeau	25
Edmond Parent	25
Ernest St-Pierre	25

MONTREAL

*A. Maxey Roberts	36
*Charles E. Duggan	34
Paul Provencher	33
Christine Nottet	26

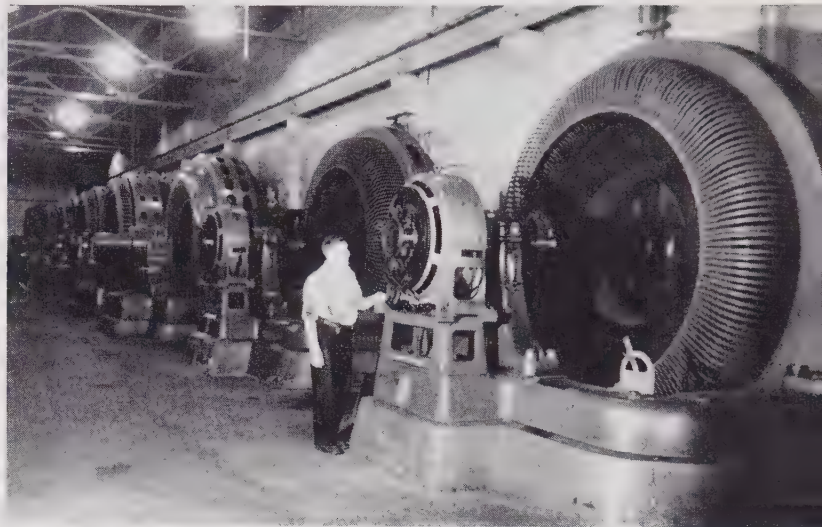
SHELTER BAY

William P. Kennedy	40
Paul E. Anctil	38
Roméo J. Desjardins	38
Antonio Métivier	38
*Nelson Boudreault	37
*William Maloney	37
John A. Harbour	36
*Ovila Bijoult	35
Michel Labrie	35
J. Alfred Arsenault	33
*Alphonse Gagnon	33
François Lelièvre	33
*Prudent Parisé	31
Joseph Bacon	30
Joseph Vallée	30
Irenée Bezeau	29
*Louis Girard, Sr.	29
Patrick Maloney	29
*Adélard Bacon	28
*Paul Leblanc	28
*Joseph Porlier	28
*Odina Duguay	27
*Ludger J. Simard, Sr.	27
Aimé Alain	26
François X. Bezeau	26
Charles E. Boulianne	26
Walter J. Chenel	26
Louis Dugas	26
Rex Hartlen	26
*William Thibault	25

* Retired



A 1939 picture of the main laboratory of the Control Department.

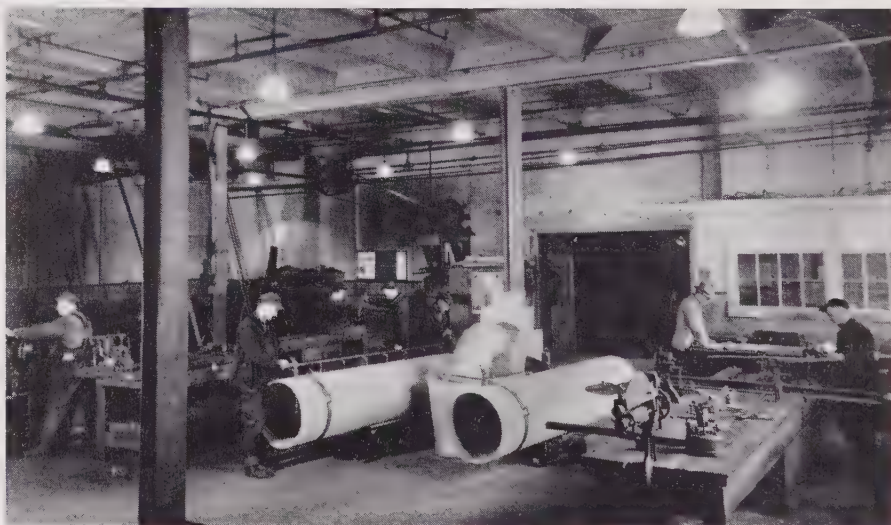


Frank Grimshaw checks the motor room in this 1939 photo.

In the 1930's a section of the First Aid Room, located in the plant, was supervised by a registered nurse, Mrs. Seals. At left, is Sam Fortura.



An interior view of the Thorold electrical shop in 1939 shows, left to right, H. C. Tracy, James Augerman, Joe Cyr, and Gordon Cyr.



An interior view of the Thorold pipe shop in 1939.



A general view in 1939 of one of our Company boats taking on a load of newsprint for the Chicago Tribune.

what it was like when Ontario Paper began



ON SEPTEMBER 5, 1913, the first roll of newsprint came off No. 1 machine at the Thorold Mill of The Ontario Paper Company Limited.

In what sort of times was this new industry born? Here are some other facts that were reported in the newspapers of the summer and fall of 1913.

For those wishing to go from St. Catharines to the Canadian National Exhibition in Toronto, the Grand Trunk office was offering a return excursion fare of \$1.70. For those wanting to go a little farther from home, the Canadian Pacific Railway had a special on a one-way ticket to Winnipeg for \$10.00. This was to help in the harvest out west.

Build Welland Canal

In Thorold, the Royal Bank opened a branch about 1912 and our Company was later to do its banking through this branch.

There was a report in 1913 about "the startling news" that construction would begin on the fourth Welland Ship Canal (the present one). This great project, almost 28 miles long and with eight locks, was to take until 1932 to complete. It was to pass right by our Thorold Mill, and our Company gave up some land for the canal construction.

House for \$2,700

Eggs were 28 cents a dozen; butter 34 cents a pound. You could buy your wife a flannel nightgown for 59 cents.

You could buy a seven-room house on Albert Street in St. Catharines, complete with electric lights, furnace, three-piece bath and finished in Georgian pine, for a modest \$2,700; or a six-room frame house on Rodman Street, with an extra lot thrown in, for \$200 down and a total price of \$2,400.

Fruit land was economical to buy in those days, too. A 25-acre farm, located one mile from the trolley, with an eight-room house and other farm buildings, with ample supply of water, and planted in apples, pears and plums, could be purchased for \$4,500.

Suits and Gramophones

The well-dressed young man of the day could buy the best made-to-measure suit from Bissonnette, Case and Company for \$19.50.

Music lovers could obtain a Victor-Victrola, complete with five record albums and "space for 82 records," for \$100 through Berliner Gram-o-Phone Company in Montreal.

To outfit children going back to school after the summer holidays, Oak Hall Clothiers in St. Catharines were offering special prices ranging from \$2.45 to \$8.45 for suits.

Land, Sea, and Air

Meanwhile, in developments of national interest, the Canadian National Railways had raised nearly \$10,000,000 to extend its railway lines in Western Canada and to develop terminal facilities on the Pacific coast.

On the Great Lakes, ten ships were destroyed in a storm, two on Lake Superior and eight on Lake Huron. About 250 men lost their lives.

In Germany, a new marine dirigible was completed and its first flight scheduled in the fall of 1914. The Panama Canal was nearing completion and the first ship was to go through in August 1914.

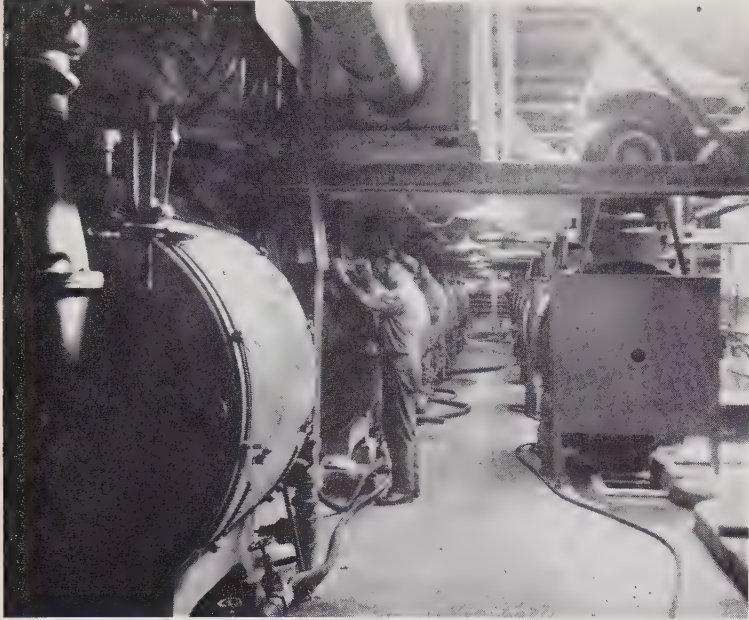
Skirts and Immorality

Fashion styles were in the news then as they are now. A judge in Kansas City ruled that "there is nothing immoral in the slit-skirt, diaphanous gown, or any other present form of women's attire. Narrow skirts and trim figures do not mean immorality."

He concluded that times were changing, adding: "I can remember when it was considered immodest for a woman to arrange her coiffure in any manner that would show her ears."

On the international scene, things were relatively quiet, but it was only the lull before the storm, because the following year the First World War was to break out.

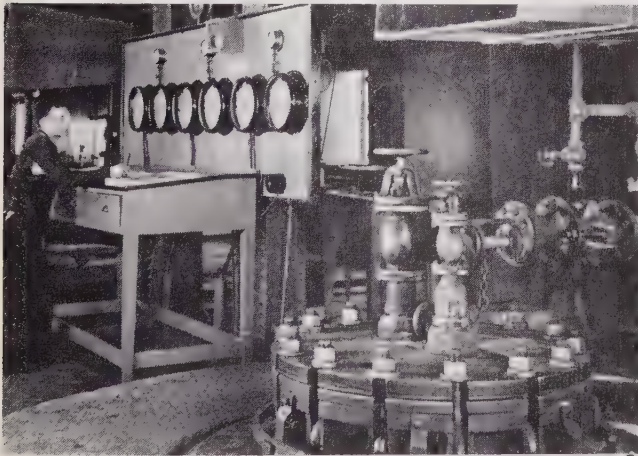
In sports, the New York Giants won the National League, but lost the World Series to the Philadelphia Athletics of the American League. A horse named Donerail won the Kentucky Derby, and Jack Johnson was heavyweight champion of the world.



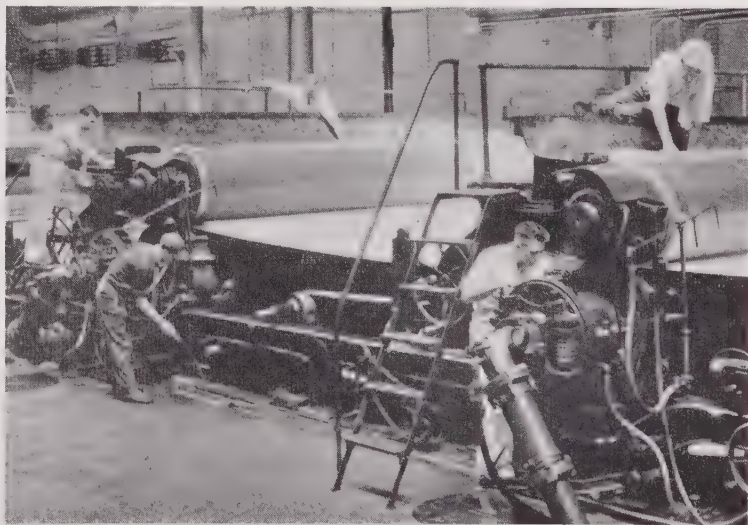
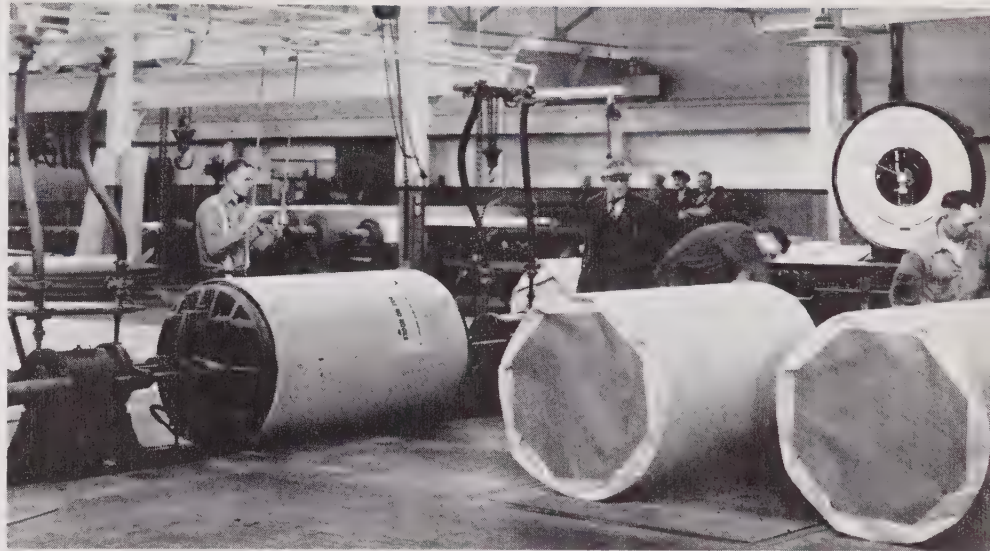
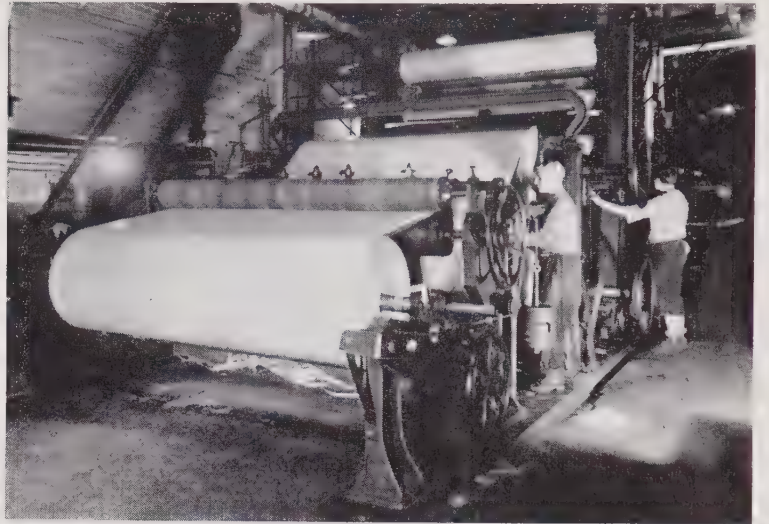
A view of the groundwood fine screens which are used to remove the coarse material in the pulp.

After the rolls have left the winder they are processed through the header, wrapped and labelled. Each roll is then weighed separately and sent either to freight cars, paper boats or to the storage shed.

A section of the operating floor of the digester building. In the foreground is the top of the digester. These units are steel tanks 14 feet in diameter and 49 feet high, lined with acid resisting brick.



In 1939 our Thorold Mill was equipped to make its own wrapper for wrapping the large rolls of newsprint.



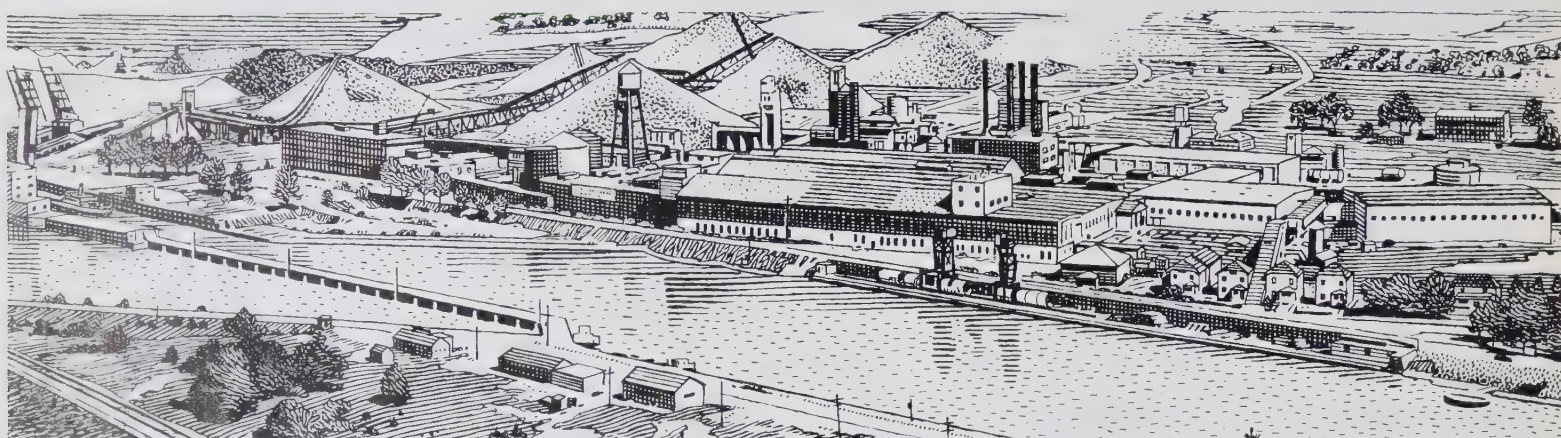
A close-up view of the suction presses of a paper machine.



This picture shows a line-up of some of the men on pay day at the time office.

THE SEVEN STEPS OF PROGRESS

SEVEN MAJOR STEPS have marked the growth and development of our Company and those of our Associated Companies in Quebec. At a time like this, it is pleasant and helpful to look at the past. Not only does it tell us how far our Companies have come, but it also helps point the way to the future.



1 1912-1913—Building the Thorold Mill

The Ontario Paper Company was incorporated on February 29, 1912; being a leap year baby, it has had only 12 legal birthdays in its more than 50 years of existence. The order to begin construction came from Colonel McCormick to Warren Curtis, Jr. on June 5, 1912. All through that year and into the next the construction went on, incorporating many production ideas in the Mill that had never been tried anywhere before.

2 1915-1923—Leasing Limits on Quebec North Shore

When the Thorold Mill began production, it did not have its own pulpwood supply, so in 1914 and 1915 Colonel McCormick explored the North Shore of the Lower St. Lawrence and in December 1915, leased limits along Rocky River. In 1919 a pulpwood plant was built there as well as a town which was named Shelter Bay.

A few years later the Company took over the operation of Franquelin. Then in 1923 limits were leased along the Manicouagan and Outardes Rivers. These limits on the North Shore were the key to the development of Baie Comeau. Later, pulpwood limits were leased in Ontario, near Cochrane, Heron Bay, and on Manitoulin Island.

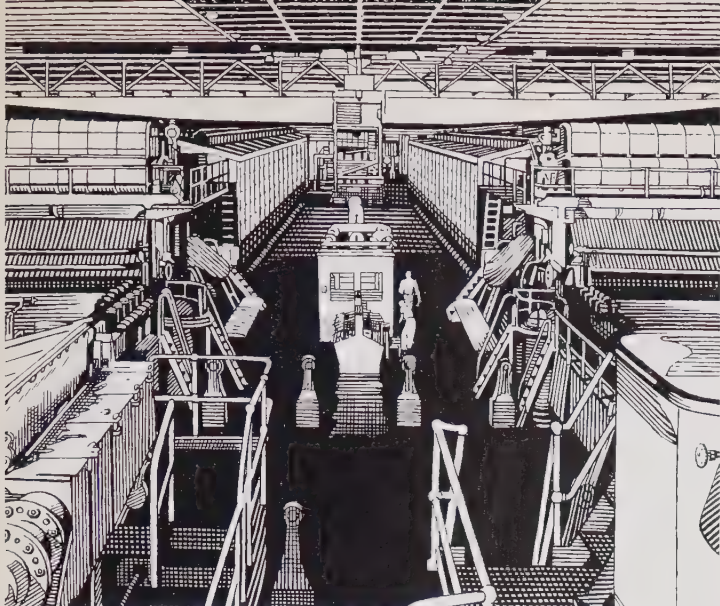
3 1930-1931—Modernizing the Thorold Mill

Although the Thorold Mill had many new ideas in papermaking when it was built, by 1930 much of the equipment was becoming obsolete as a result of rapid improvements in the pulp and paper industry.

Newsprint was selling for about \$60 a ton and was later to drop to its all-time low of \$40. The production costs at Thorold were high; newer mills were producing paper at costs far below ours. The modernization programme at Thorold included improvements to our screening, sulphite, grinding, and wood handling systems; new drives were put on all five machines, and other changes were made.

Production increased 40 per cent, and this modernization programme helped develop the base for future improvements and changes that have kept the Mill competitive.





4 1936-1937 — Building Baie Comeau

The construction of the Quebec North Shore Paper Company Mill and the Town of Baie Comeau itself were undertaken during the greatest depression the world has ever known.

There were several reasons for building Baie Comeau at that time. The newsprint needs of the *Chicago Tribune* and the *New York News* were rising; we were obligated to build a mill near the Manicouagan by virtue of our timber leases on the Manicouagan; also the long-term outlook was good and the cost of equipment was low in the 1930's.

Construction began in April 1936, and 20 months later the Mill, then the most modern in the industry, was making paper. By that time, the Town had also been built and had been incorporated in May 1937. The power house on the Outardes River, started in the mid 1920's and halted temporarily, was completed to supply power to the Mill and the Town.

5 1951 — The Manicouagan Power Company

From the time Baie Comeau was built, power for the Mill and Town came from the Outardes power house, but no reserve power was available. A breakdown would affect not only the Mill, but also Baie Comeau and area.

Our Company had received the right to develop the First Falls of the Manicouagan River about 10 miles west of Baie Comeau, and in 1951 began development of the site to produce 100,000 horsepower. This was more than was needed, but our Company went ahead, with the hope that a major industry could be attracted to the Baie Comeau area.

A search began for power customers and negotiations were completed with the British Aluminium Company to build a smelter at Baie Comeau. To serve the smelter three new generators were installed at the Manicouagan power house in 1958, bringing its capacity to 280,000 hp.

Quebec North Shore Paper became partners with BA in the Canadian British Aluminium Company, and the Manicouagan Power Company is also owned jointly by the two companies with QNSPCo holding the majority interest.

6 1943-1952 — Alcohol and Vanillin Plants

Our Company had been thinking about ways to use some of the materials expelled after the newsprint operation and in the 1940's, research was going ahead on making alcohol from the sulphite liquor blown out from the digesters.

There was an urgent need for alcohol to make synthetic rubber during World War II. Our Research Department developed a process and a plant was set up in 1943. While used for rubber in those days, the alcohol is now used primarily in paints, anti-freeze, cosmetics, cleaning agents, and other places.

Experiments began in 1944 to develop a vanillin process and eight years of research went into this. Our own patented process produced vanillin from lignin found in the same sulphite liquor used in the alcohol process. A full-scale commercial plant was set up in 1952 and enlarged in 1958 when the process was improved. The plant is now the world's largest producer of vanillin from lignin.

Meanwhile, other research is taking place to develop other products.

7 1963 — Third Machine at Baie Comeau

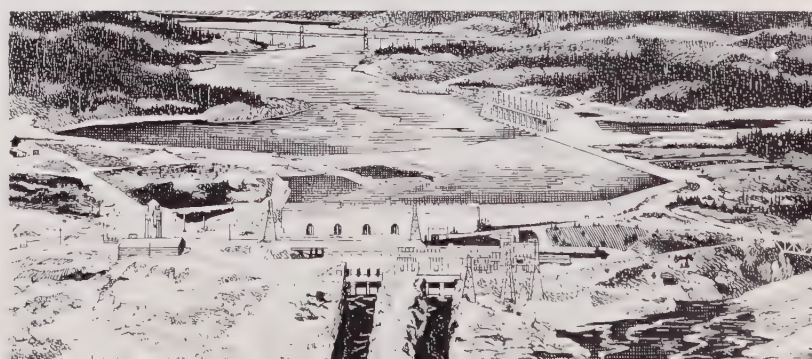
The seventh stepping stone in our Company's history is just being taken; a third machine is being added at Baie Comeau increasing the Quebec North Shore Paper Company's output from 180,000 tons of newsprint a year to about 270,000 tons.

The installation of the third machine is expected to be finished in 1964. In preparation for this, and as a result of the salvage of pulpwood on parts of the Manicouagan watershed to be flooded in Hydro-Quebec's power developments, our Company has already completed major changes to wood conveying and loading facilities at Baie Comeau.

The Ships

While it does not precisely fit into the seven steps above, it would be an omission not to mention the part water transportation has played in our Companies' growth.

Almost from the day the first roll of newsprint came off No. 1 machine in Thorold, ships have carried raw materials and finished products to and from our Mills. A shipping company was incorporated in 1914 and was later given its present name, the Quebec and Ontario Transportation Company. Q. & O. ships have ranged from Lake Superior to Shelter Bay; they have moved pulpwood, newsprint, coal, sulphur, and limestone, as well as general cargoes.



THOROLD

ONTARIO PAPER'S HOME TOWN



Taken in 1926 this photo shows the old canal trestle and part of the canal wall near the Mill.

EARLY HISTORY

THOROLD AND THE NIAGARA PENINSULA have bulked large in Canadian history, since the days of early French explorers and missionaries in the 17th century. Here, near the source of the Niagara River, was built the first ship to ply the Great Lakes. This was the ill-fated *Griffon*, which, upon completion, set out for Lake Michigan, only to be wrecked in a severe storm with the loss of all aboard and a valuable cargo of green furs on its return voyage from Green Bay, Wisconsin, to Niagara. All travel between Lake Ontario and Lake Erie had to portage over the peninsula and it became literally a cross-roads for traffic that grew larger and larger as exploration, settlement and the western fur trade developed.

WHEN THE SEVEN YEARS' WAR locked France and Britain in a struggle for the possession of the northern half of this continent, the Niagara peninsula became a strategic objective, and later, when war broke out between Canada and the United States in 1812, it was the scene of many a bloody battle between the forces of the two countries. Monuments, marking the battlefields of Queenston Heights and Beaver Dams, the latter within sight of our Thorold Mill, are indicative of this period.

FOLLOWING THE AMERICAN REVOLUTION a tide of United Empire Loyalists streamed over the Niagara peninsula as refugees to take up land granted to them in Upper Canada by the British Government. Many of these remained in the district, taking up land here, and some of our oldest and most respected families are descended from these Loyalists.

The cairn commemorates the Battle of Beaver Dams in the War of 1812.



NAMED AFTER SIR JOHN THOROLD

THE LAND NOW KNOWN AS THOROLD TOWNSHIP was ceded to the Crown by two treaties with the Indians dated May 22, 1784, and December 7, 1792. The first patents to land were not given until four years after the signing of the last-named treaty, and by that time the whole Niagara district had been surveyed and the name of Lincoln County given to it. The townships were at first known by numbers, Thorold being the 9th. They were nearly all called after the subdivisions of Lincolnshire in England, the chief exception being Niagara, which name perpetuated the name of the old Indian village, Onghiara. Thorold was named after Sir John Thorold, who was the member at that time for Lincolnshire in the British Parliament. The Thorolds are an ancient Lincolnshire family of Saxon origin. The Sir John Thorold here mentioned was greatly interested in colonial questions and voted against the war with the American colonies.

The Thorold Fire Hall was built in 1878.





Maplehurst was the home of Warren Curtis. It is now the Maplehurst Hospital.

INCORPORATED AS VILLAGE 1850

THOROLD WAS INCORPORATED as a village in 1850, and in 1874, by an Act of the Ontario Legislature, became a town.

The growth and prosperity of Thorold in its later stages have been closely associated with the construction and the use of the four Welland Canals which were built at various times, beginning in 1829.



Built in 1849 as a private residence, this gracious structure is now the Municipal Building.

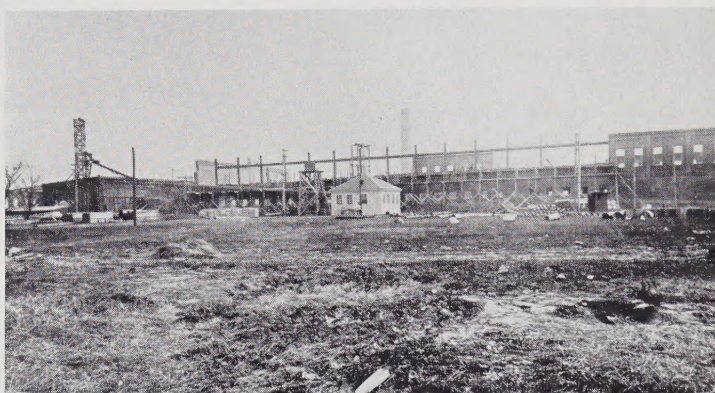
WELLAND SHIP CANAL

THE WELLAND SHIP CANAL, on which our Thorold newsprint mill is situated, is one of the great canals of the world. Joining Lake Ontario and Lake Erie, it makes it possible for our Q. & O. Transportation Co. vessels to bring in pulpwood from Lake Superior, Manitoulin Island, and the Gulf of St. Lawrence, to feed our Thorold Mill.

More than 100 years old, this was once the Thorold West Side School.

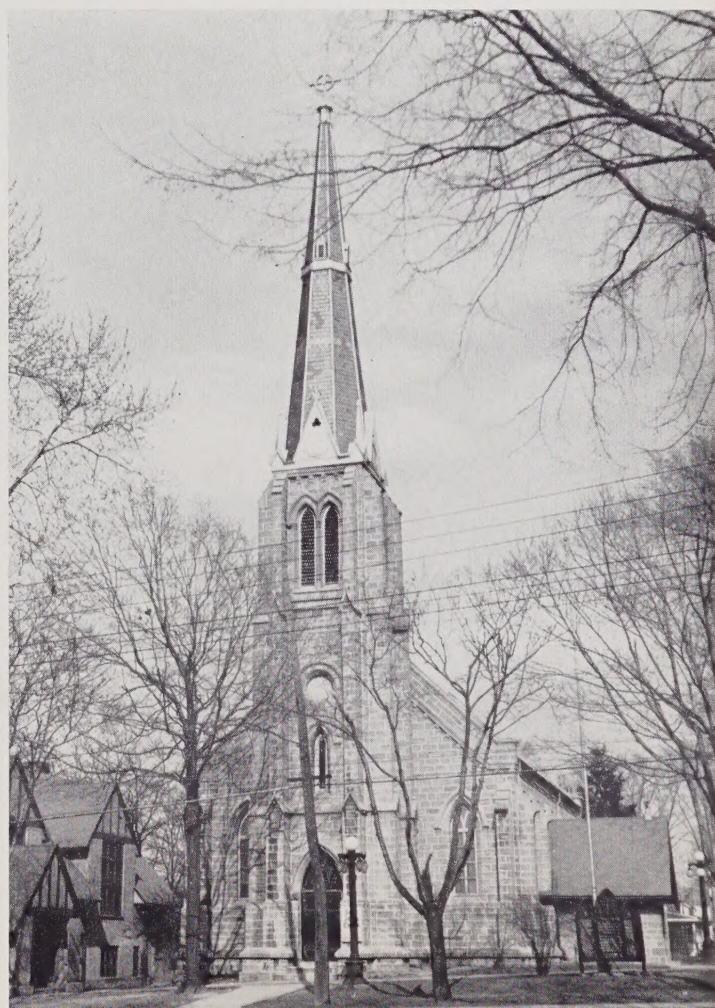


Four canals were built through Thorold. These are the first, left, and the second, right.



Our Company began building the Thorold Mill in 1912 on what was formerly a cow pasture.

A town of many churches, this is St. John's Anglican church, where the first service was held September 14, 1856.



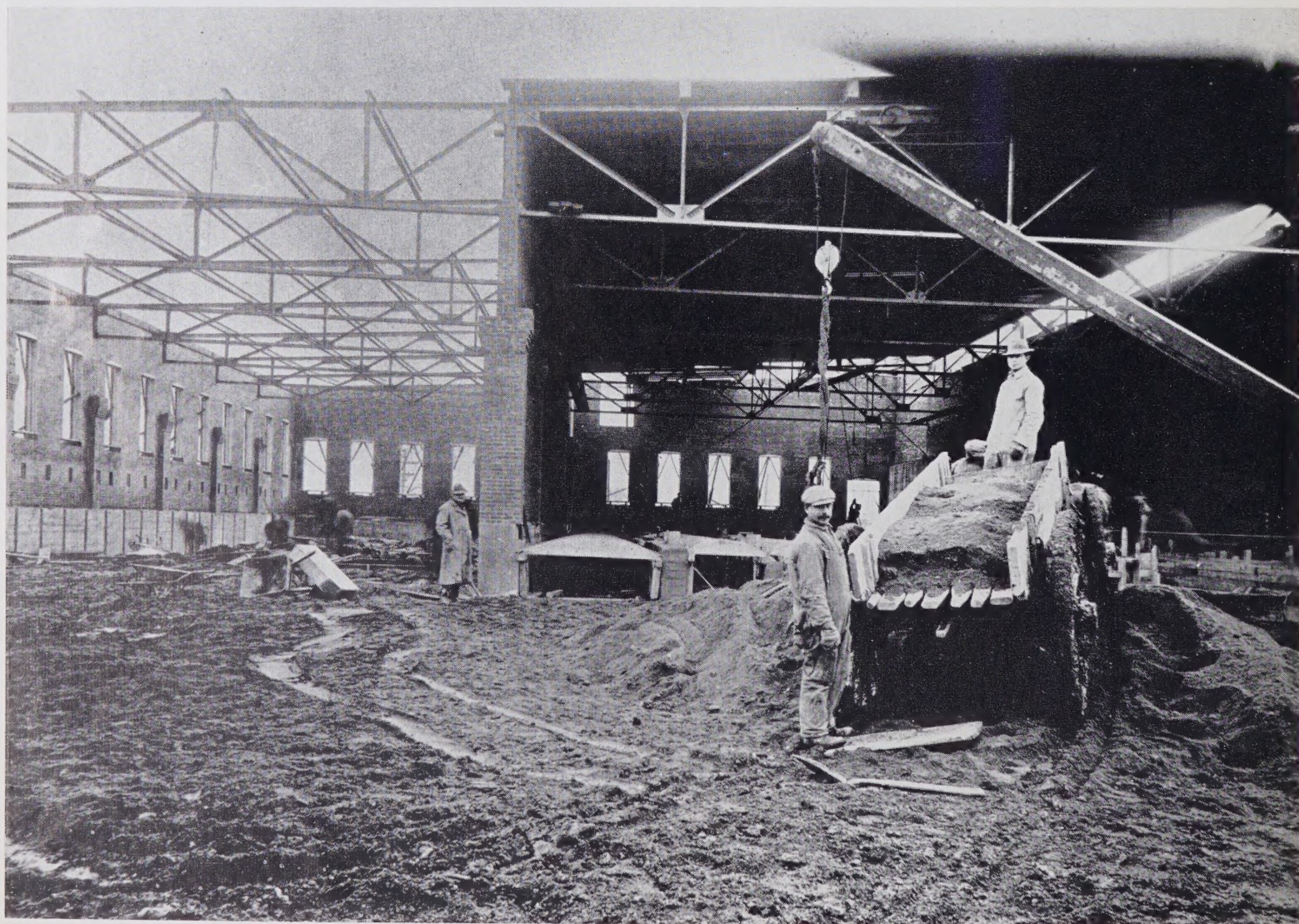
11 THIRD GENERATION FAMILIES AT THOROLD

LIKE GRANDFATHER, LIKE FATHER, like son or daughter can be said of eleven serving members of our Thorold Mill and Head Office.

While no official records are kept of the families serving from one generation to another, *The Observation Post*, with the help of the Personnel Department and the long memories of many employees, is pleased to salute the following families.

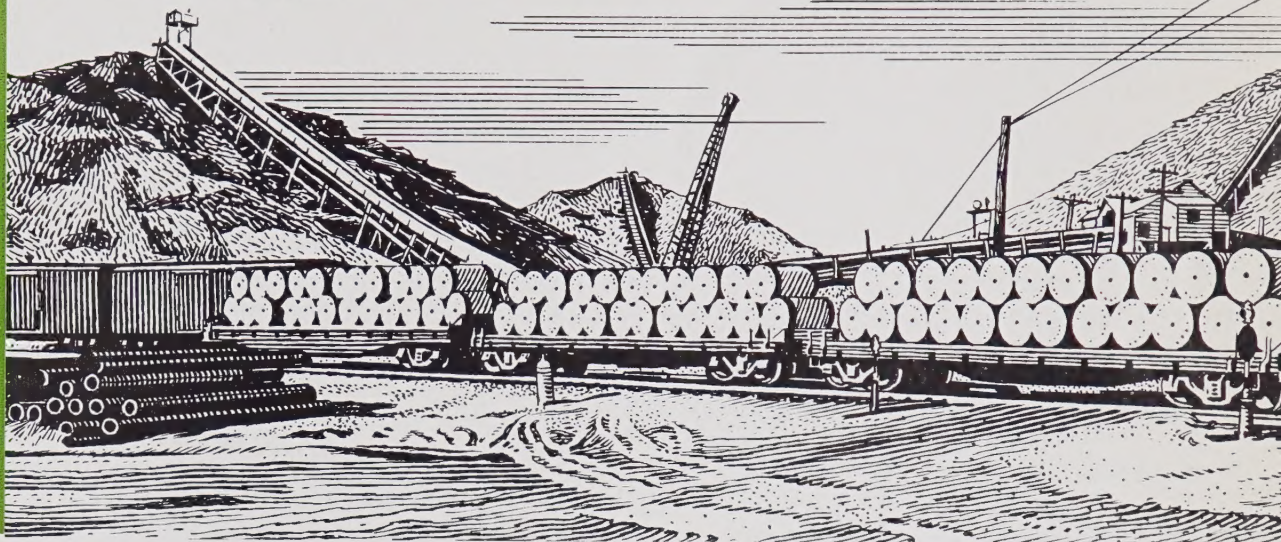
All the third generation members are serving at present in the Mill or Head Office, as are most of the second generation members.

GRANDFATHER	FATHER	SON OR DAUGHTER
Joe Cyr	Gordon Cyr	Ted Cyr
Bill McIntosh	Lloyd McIntosh	Bill McIntosh
Bill McIntosh	Clint McIntosh	Ruth McIntosh
Alex Anderson	Eldon Anderson	Eldon Anderson, Jr.
John Caldwell	John Caldwell	John Caldwell
Karol Krayewski	Ed Krayewski	Ed Krayewski, Jr.
Lloyd Patterson	John Patterson	Joy Patterson
Jack Devine	James Devine	Bob Devine
Frank Keenan	Cliff Keenan	Frank Keenan
Fred Campbell	Fred Campbell	Harold Campbell
Frank O'Brien	John O'Brien	Sharon (O'Brien) Hovey



Construction of the Thorold Mill began in the summer of 1912 and No. 1 machine went into operation in September 1913. At left, near the wall, is Warren Curtis, Jr., who designed and built the Mill.

MILESTONES OF OUR COMPANIES



WINTER 1911-1912 Colonel Robert R. McCormick and Warren Curtis visited paper mill sites in Ontario; selected Thorold.

FEBRUARY 29, 1912 The Ontario Paper Company Limited incorporated.

JUNE 5, 1912 Colonel ordered mill construction begin.

SEPTEMBER 5, 1913 No. 1 machine started.

NOVEMBER 14, 1913 No. 2 machine started.

JANUARY 22, 1914 The Ontario Transportation and Pulp Company Limited incorporated (changed in 1928 to Quebec and Ontario Transportation Company).

JANUARY 1, 1915 First full year's production at Thorold was 31,707 tons.

DECEMBER 4, 1915 Shelter Bay limits acquired.

AUGUST 17, 1916 First ship, *S.S. Honoreva*, acquired.

MAY 5, 1917 No. 3 machine started.

FEBRUARY 6, 1919 No. 4 machine started.

JUNE 26, 1919 First issue of *New York News*.

AUTUMN 1919 Building began at Shelter Bay; Arthur Schmon was Manager.

JANUARY 9, 1920 Franquelin limits acquired.

APRIL 8, 1921 No. 5 machine started. Daily production, 281 tons.

AUTUMN 1921 Cutting began at Shelter Bay.

JULY 1922 First Ontario limits acquired near Cochrane.

JANUARY 30, 1923 Limits leased on Manicouagan River.

WINTER 1925-26 Damming of Outardes River began.

SUMMER 1927 Some modernization of Thorold Mill carried out.

JANUARY 29, 1930 Warren Curtis died. Arthur Schmon appointed General Manager; became President in May 1933.

1930-1931 Extensive modernization of Thorold Mill.

JUNE 1930 *S.S. Thorold* arrived from overseas; first ship specially built for Company.

APRIL 12, 1936 Advance party arrived to begin construction of Baie Comeau.

MAY 20, 1937 Town of Baie Comeau incorporated.

FALL 1937 Outardes power house completed.

DECEMBER 24, 1937 No. 1 machine started at Baie Comeau.

JANUARY 24, 1938 No. 2 machine started.

JUNE 11, 1938 Quebec North Shore Paper Company Mill formally opened.

SEPTEMBER 5, 1938 25th Anniversary of Thorold start-up.

SPRING 1937 Heron Bay limits leased; cutting began in autumn.

SPRING 1942 Marlhill Mines Limited organized to mine and process calcium carbonate.

1942-1943 Five Company ships requisitioned for war service.

JUNE 18, 1943 Alcohol plant opened at Thorold.

SUMMER 1946 Pilot plant set up for vanillin production.

WINTER 1947 Experiments in mechanical logging began on Ontario and Quebec limits.

AUTUMN 1947 Limits acquired on Manitoulin Island.

MARCH 10, 1949 Power rights on Manicouagan First Falls leased.

DECEMBER 1, 1952 First commercial vanillin produced.

DECEMBER 8, 1952 Manicouagan Power Company began operation (Stage I).

DECEMBER 24, 1957 Canadian British Aluminium smelter turned out first ingot at Baie Comeau.

JUNE 1958 Stage II of Manicouagan Power Company completed. Capacity 280,000 hp.

WINTER 1960 Year-round navigation from Baie Comeau to New York began.

SPRING 1963 Construction began on No. 3 machine at Baie Comeau.

